HAWAII STATE

DEPARTMENT OF TRANSPORTATION

FEDERAL FISCAL YEAR 2001

SAFE COMMUNITY TRAFFIC SAFETY

Annual Report

A MESSAGE FROM THE GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE

We are pleased to announce that in the Federal Fiscal Year (FFY) 2001, we have had some positive traffic safety efforts in Hawaii. From 1995 to 2000, Hawaii's countermeasure programs resulted in favorable traffic statistics in which some of the performance measurement areas have seen a decrease in the number of fatalities. Excessive speed-related fatalities were down by 21.6 percent and motorcycle fatalities also decreased by 14.3 percent. Our most significant accomplishment came in the area of alcohol-related fatalities, with a 38.8 percent drop.

In addition, the number of total injuries declined by 31 percent. Excessive speed-related injuries were down by 40.7 percent and for motorcycle injuries, down by 29.5 percent. The most significant decrease came in the area of bicyclist injuries at 50.6 percent.

Efforts in alcohol countermeasures (i.e, sobriety checkpoints program, Project Graduation/Prom, traffic safety education to youth) and occupant protection (i.e, fitting stations for child safety seats) will be continued into 2002. The positive results are due to the support and hard work of community organizations, state agencies, county police departments, community-minded private corporations, volunteers and the general public.

Seat belt use in Hawaii continued to be among the highest in the country, at 82.5 percent. In addition, due to the on going efforts of our police departments and safe community groups, our child safety seat usage rate for infants is 81.8 percent.

Our "Drive Safely, Arrive Alive" awareness campaign received a Koa Anvil award for Best in Show from the Public Relations Society of America – Hawaii Chapter. The awareness campaign utilized a combination of informational brochures, paid advertising, free media, community events and giveaway items. This year the campaign continued to address issues that Hawaii residents were most concerned about including Pedestrian Safety, Child Safety Seats/Booster Seats, Zero Tolerance for Underage Drinking, Designated Drivers, Bicycle Safety and Driving Under the Influence.

Our Governor and legislature have continued to support highway safety by passing our DUI consolidation bill, which creates a new chapter on intoxication and conforms penalties for DUI alcohol, DUI drugs and DUI boating. This legislation goes into effect January 1, 2002.

With our reorganization approved, we expect to create and fill positions and fully implement our highway safety program in 2002.

We will continue to work with our partners in the public and private sectors to make highway safety a priority in Hawaii.

Marilyn Kali

Marilyn Kali
Governor's Highway Safety Representative
State of Hawaii

TRAFFIC SAFETY IN HAWAII

Hawaii's roads and highways act as an artery system, moving people from one area to another. The roads connect us to family members, friends, business associates and other community members. They help us live our lives, which is why traffic safety is such a paramount issue in our lives.

The number one goal of the Hawaii Department of Transportation (HDOT) is getting people where they need to go in a safe and efficient manner. Every year, more than 100 people die on Hawaii's highways and thousands more are injured in collisions. Most of these collisions, fatalities and injuries could have been easily avoided if people obeyed traffic laws, wore their seat belts and didn't drive while under the influence of alcohol or other intoxicants.

This annual report encompasses our major areas of concern for traffic safety issues. Pedestrian safety, occupant protection, driving under the influence and speeding have continued to be our focus in our attempt to make Hawaii's roads safer. The report also includes the 2001 statistics so that we can measure how far we've come, and how much more we have to do.

During Federal Fiscal Year (FFY) 2001, the State of Hawaii continued to address the issues of underage drinking and driving, as well as drinking and driving by all drivers. The "Solutions to High Risk Unlicensed Drivers Program" was an important program that was implemented as an alcohol countermeasure along with four other major programs.

Solutions to High Risk Unlicensed Drivers Program

Adult Friends for Youth (AFY) implemented a new alcohol countermeasure – Solutions to High Risk Unlicensed Drivers Program. The program's goal was to train and license high-risk youth (i.e., drinking and driving) and young adults. AFY has established a rapport with this high-risk target group that the Department of Education has not been able to reach.

These youth and young adults drive on a regular basis without their licenses. Many of the high-risk drivers used to drive in fear of being stopped by the police, but the opportunity and process of obtaining a driver's license has given them confidence and increased their self-esteem.

In its initial year, the program was successful in enrolling 28 students (nine students under the age of 18 and 19 students who are 18 and over). One student received her license and seventeen students are preparing for road tests.

Youth Deterrence Enforcement Program

The Youth Deterrence Enforcement Program supports the laws pertaining to liquor consumption by targeting alcohol-impaired drivers who are under the age of 21. The program seeks to reduce alcohol-related fatalities and injuries to those under 21, in addition to eliminating alcohol sales to minors through both deterrence (arrests) and education. See the following table for statewide statistics of traffic violations.

Youth Deterrence Enforcement Statistics

	Under 21 Arrests (.08 +)	Zero Tolerance Arrests
C&C Honolulu	1	0
Hawaii County	46	35
Maui County	26	9
Kauai County	72	15
Total	**145**	**59**

Sobriety Checkpoint Enforcement Statistics

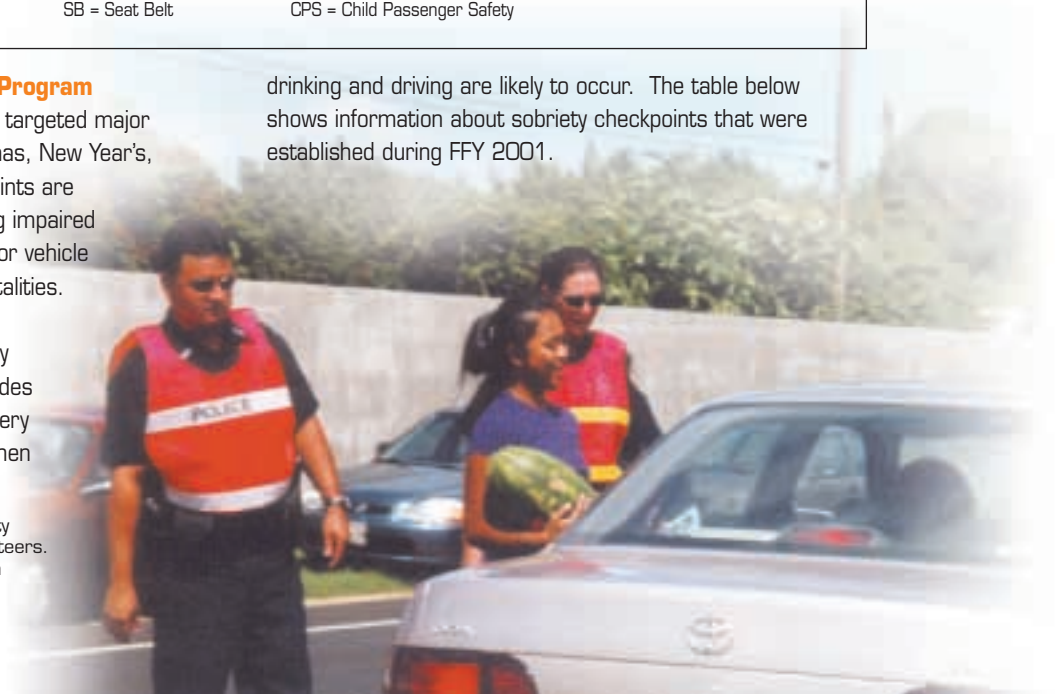
	Grant SCP	County SCP	DUI Arrests	Other Arrests	Citations	SB/CPS Citations	Vehicles Checked
C&C Honolulu	97	29	35	27	534	NA	5,689
Hawaii County	114	84	164	395	2,005	208	54,172
Maui County	23	2	9	2	53	NA	1,284
Kauai County	37	21	12	7	343	69	5,292
Total	**271**	**136**	**220**	**431**	**2,935**	**NA**	**66,437**

SCP = Sobriety Checkpoints SB = Seat Belt CPS = Child Passenger Safety

Sobriety Checkpoint Enforcement Program

During FFY 2001, sobriety checkpoints targeted major holidays including Thanksgiving, Christmas, New Year's, Memorial Day and Labor Day. Checkpoints are conducted to deter alcohol and/or drug impaired drivers who are often the cause of motor vehicle collisions resulting in injuries and/or fatalities.

Started in the early 1980s, the Sobriety Checkpoint Enforcement Program provides visible enforcement statewide during every major holiday and on long weekends, when drinking and driving are likely to occur. The table below shows information about sobriety checkpoints that were established during FFY 2001.



County police officers participate in a sobriety checkpoint with MADD Youth in Action volunteers. Drivers who were sober were rewarded with watermelons for their good efforts.

Safe Community Youth Activities Program

The goals of the Safe Community Youth Activities (SCYA) program are to reduce injuries and traffic fatalities through traffic safety prevention/awareness education, youth and parent advocacy training, youth activities and community participation. The following table shows SCYA's statewide participation statistics.

The SCYA continued to educate youths on the dangers of alcohol and drugs through utilizing its Teens for Safer Communities Coalition and the Parents Actively Reaching the Youth Coalition. Both groups provided assistance through advocacy, underage drinking prevention and Project Graduation/Prom activities. Furthermore, 4,000 window cling decals with the message "No Alcohol Sold to Minors" were distributed to alcohol retailers.

Drug Recognition Evaluation Program

The Drug Recognition Evaluation Program supports effective prosecution of persons arrested for drinking under the influence, and provides training for those seeking to institute legislative initiatives for drug recognition efforts. A noteworthy accomplishment of the program for FFY 2001 was the first law review article ever published on the topic of driving under the influence of drugs. The article was written for the University of Hawaii Law Review and NHTSA plans to distribute it nationally.

In addition, Hawaii County was assisted with its efforts in conducting an extensive hearing, which resulted in the county's first written opinion that Drug Recognition Experts can testify as experts. Statewide training and assistance were also provided to prosecutors and law enforcement, and at various regional and national meetings on the mainland.

SCYA Participation Statistics

	# of Students	# of Adults	# of Handouts	# of Schools
Teen Traffic Safety Conferences	1,258	50	800	30
Parent Traffic Safety Conferences	10	12	500	20
Elementary Traffic Safety Conferences	275	100	1,875	40
Public Exhibits	15	3	12,000	NA
National Meetings and Conferences	2	1	NA	NA
Project Graduation/Prom	6,000	2,200	NA	414 (2 Project Graduation/Proms)
Elementary Educational Resources	NA	NA	55,000	175 (all schools statewide)
High School Educational Resources	15,000+	NA	38,000	43 (all schools statewide)
National Teen Collaborative Conference	600	100	NA	NA

Hawaii continued to have a high seat belt usage rate of 82.5 percent in FFY 2001. In the upcoming year, Hawaii will continue to strive towards its goal of 85 percent.

Occupant Protection Enforcement Program

Contributing toward the high seat belt use rate was the continuing enforcement conducted by the four county police departments. A total of 15,989 citations issued statewide for seat belt violations, and 2,047 citations were issued for child safety seat violations.

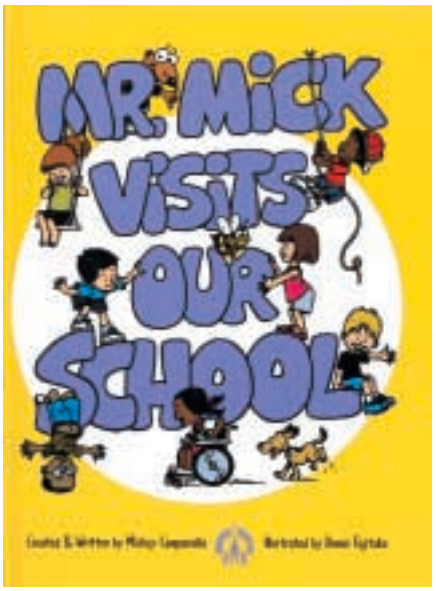
As part of the Safe Community Youth Activities Program, Kapaa High School students on Kauai conducted informal seat belt observational surveys on their campus.

Occupant Protection Enforcement Statistics

	Seat Belt Grant Citations	County Seat Belt Citations	Child Restraint Citations	Total County Citations
C&C Honolulu	4,256	9,918	1,847	11,765
Hawaii County	876	3,080	14	264
Maui County	3,754	692	55	97
Kauai County	NA	2,299	131	2,430
Total	**NA**	**15,989**	**2,047**	**14,556**

Someone Special Program

The Someone Special Program is a unique program that teaches children health tips, safety tips, pedestrian safety and the importance of always wearing a seat belt. By incorporating important safety tips with magic tricks, juggling and audience participation, the program has been a huge success. During the past year, the program attained its goal of reaching 15,000 children statewide. Through 225 schools statewide, Mr. Mick taught safety tips to 15,648 children between the ages of 4-6 years.



A copy of "Mr. Mick Visits Our School," which is based on the state and national award-winning Someone Special Program, is distributed to each school that Mr. Mick visits.

Keiki Injury Prevention Coalition (KIPC) Child Restraint Educational Program

The Keiki (Hawaiian for the word "child") Injury Prevention Coalition, and related programs, continued to make Hawaii a safer place for children. In addition to conducting 67 free car seat checks statewide, the coalition helped establish and maintain 32 fitting stations. During the past year, eight 4-day trainings were conducted statewide. A total of 118 child passenger technicians were certified, including 17 new recruits from the Maui Fire Department. KIPC also provides a hotline for concerned parents to call with questions. The hotline received over 1,200 calls last year.

Activities	Oahu	Big Island	Kauai	Maui	Total
4-day Training	3	2	1	2	8
No. Trained	53	19	4	42	118
2-day Training	1	8	NA	1	NA
No. Trained	10	81	NA	6	NA
Community Check-ups	18	18	15	16	67
No. Served	709	608	NA	245	NA
No. of Fitting Stations	10	7	6	11	34
No. of Individuals Teachings	5,547	NA	NA	NA	NA
No. of Individual Installations	400	720	139	NA	NA
No. of Calls to Keiki Car Seat Hotline	1,198	25	19	39	1,281

The Hawaii State Department of Transportation (HDOT) continued its "Drive Safely, Arrive Alive" (DSAA) campaign, a statewide traffic safety program created by the HDOT to coordinate individual highway safety campaigns under one cohesive and comprehensive umbrella program.

The HDOT built on the effective branding of the DSAA program achieved in 2000. By building partnerships with businesses, community organizations, other state agencies and county police departments, the state worked to increase public awareness of traffic safety issues through DSAA and consequently reduce traffic accidents and fatalities statewide.

The 2001 program focused on six issues specifically targeted during months in which a respective message could be most effectively disseminated. Media, both free and paid, was utilized aggressively and community-based campaigns were initiated to further extend the public saturation of safety messages. Campaign partners again provided assistance with developing various supporting materials, implementing promotions, and purchasing advertising TV and radio airtime. State Farm Insurance, Union 76, and Fun Factory were among the partners whose contributions were essential to the success of the program.

The calendar issues included:

- Pedestrian Safety (January – March 2001)
- Child Safety Seats/Booster Seats (April – May 2001)
- Zero Tolerance for Underage Drinking (May – June 2001)
- Designated Drivers (July 2001)
- Bicycle Safety (October – November 2001)
- Driving Under the Influence (November – December 2001)

The Safe Communities Office is the driving force behind changing the way we approach highway safety issues. The program provides the HDOT with community input by empowering Hawaii residents to make changes in the state's highway safety program.

Two major activities that occurred in FFY 2001 as part of the Safe Communities Office program that took a closer look at ways to improve traffic conditions were the planning for Hawaii's second Traffic Safety Forum and the Highway Safety Program.

Traffic Safety Forum Planning

After receiving positive feedback from participants about its first Traffic Safety Forum, the HDOT will hold its second traffic safety forum in Hawaii. The three-day forum will be held on November 26-28, 2001 and is a partnership between the HDOT and the Federal Highways Administration, in cooperation with various other agencies such as the University of Hawaii, the Department of Education, the Honolulu Prosecutor's Office and county police departments. The conference will feature speakers from across the United States who will address various traffic safety issues including Photo Enforcement (red light running and speeding) and hot issues such as Cell Phones and Teens & Speed. Approximately 500 individuals are expected to attend the forum.

Highway Safety Program

The Highway Safety Program is the second major activity for the Safe Communities Office. The Highway Safety Program, essentially involved in grant management, expanded its activities to include highway safety advocacy. The program has evolved into the Safe Communities Office, which utilizes funding to keep communities actively involved with traffic safety and to maximize input.

The re-established Traffic Safety Councils in all counties continue to review proposed traffic safety projects for their county. Based on the county's needs, the county councils develop a priority list, which is forwarded to the Governor's Highway Safety Council (GHSC) for review. The GHSC consists of 21 members representing all four counties, major state agencies and community volunteers. All projects are reviewed and prioritized by a rating system (developed by the Safe Communities Office) and forwarded to the Governor's Highway Safety Representative for final review and approval.

The Motorcycle Assessment Project recommended establishing administrative rules to provide a framework and minimum standards for a comprehensive motorcycle safety program within HDOT.

The motorcycle safety program consisted of two major components, the Motorcycle Assessment Project and Motorcycle Reconstruction Training.

Motorcycle Assessment Project

The Motorcycle Assessment Project was the first motorcycle program assessment for Hawaii. The assessment was held February 5-9, 2001 by a multi-disciplinary technical assistance team of national experts that conducted a comprehensive review of the state's motorcycle safety efforts. The assessment helped to identify strengths and provide recommendations to enhance those efforts.

Some of the recommendations included establishing a funding process; creating a motorcycle safety coordinator position within HDOT; and establishing administrative rules to provide a framework and minimum standards for a comprehensive motorcycle safety program within HDOT.

Motorcycle Reconstruction Training

The Motorcycle Reconstruction Training program's goal was to provide a traffic reconstruction course in motorcycle crash investigation to traffic investigators in order to gain the expertise, knowledge and skills needed to reconstruct motorcycle fatalities.

Officers from the Honolulu Police Department attended a week long motorcycle crash investigation course.

Thirty-two crash investigation officers attended the motorcycle crash investigation course, which was held on August 20–24, 2001. The instructors that conducted the course were from the Institute of Police Technology and Management, University of North Florida.

PEDESTRIAN SAFETY

The Pedestrian Safety program is a major concern for highway safety advocates.

The Pedestrian Safety program consisted of two projects, the Pedestrian Safety Enforcement Program and the Ewa Pedestrian Coalition, with the goal of increasing awareness of pedestrian safety.

Pedestrian Safety Enforcement Program

The Pedestrian Safety Enforcement Program through enforcement and education focused on pedestrians who improperly cross the street, and on motorists who disregard the pedestrians' right of way while crossing the street. A news release announcing the enhanced enforcement of the pedestrian laws was distributed prior to enforcement.

Uniformed and plain clothes officers were positioned at predetermined locations where pedestrians have been hit by motorists, and where pedestrians have been at risk of being hit by motorists who disregard their right of way.

Ewa Pedestrian Coalition

The Ewa Pedestrian Coalition (EPC) was formed due to the number of pedestrians injured on the leeward side of Oahu. The EPC's goal was to increase motorist awareness of the pedestrian problem and enhance safety measures for pedestrians. Some of their activities included holding community meetings; advertising public hearings; formulating a poll to solicit community feedback; and distributing results to HDOT.

Some of their recommendations included a pedestrian activated flashing light; painting a solid centerline (no passing or lane switching approaching crosswalk); and replacing existing signage with the new yellow fluorescent signs.

SPEED CONTROL

The goal of the Speed Control Program was to reduce the number of speed-related traffic collisions resulting in fatal injuries on our highways through increase speed enforcement. Speed enforcement was conducted on an overtime basis to allow the officers to concentrate on areas where speeding continues to occur. The following table provides statewide speed control statistics.

In addition to speed enforcement, Kauai County conducted speed surveys in various communities and purchased two Ultralyte Laser Speed Measurement devices.

Speed Control Statistics

	Project Funded Citations	County Funded Citations
C&C Honolulu	11,553	25,607
Hawaii County	1,400	NA
Maui County	875	918
Kauai County	NA	2,562
Total	NA	NA

POLICE TRAFFIC SERVICES

The Police Traffic Services program dealt with improving efficiency in the investigation of fatal or near-fatal traffic collisions. The goal of the program was to hire a traffic crash reconstruction technician, an individual who has the knowledge and training to investigate the causes of fatal and near-fatal traffic collisions. The program was so successful that the County of Maui will fund the position next year.

EMERGENCY MEDICAL SERVICES

The Emergency Medical Services purchased equipment (i.e, Jaws of Life, plastic spine boards with immobilization straps) for the Maui Fire Department. The equipment purchases will enhance Maui County's Department of Fire Control's emergency response by allowing for rapid extrication, and patient packaging so that patients can receive prompt life saving attention.

TRAFFIC RECORDS

The goal of the Traffic Records program is to provide data to the HDOT Highways Division and to increase the accuracy of motor vehicle crash reports. The program assisted with the purchase of equipment (i.e., computer hardware, data collector, forensic mapping software) and provided training for data purposes. The six agencies involved included the HDOT's Safe Communities Office, four county police departments and Administrative Driver License Revocation Office.

2001 ANNUAL PERFORMANCE REPORT

Program Group or Area	1995	1996	1997	1998	1999	5 yr avg	2000	% Change 1999 vs. 2000	% Change 5 yr avg vs. 2000	% Change 1995 - 2000
TOTAL PROGRAM										
Total Fatalities	130	148	131	120	98	125	131	+34%	+5%	+.7%

The number of fatalities rose from 98 (1999) to 131 (2000), a 34 percent increase. However, the 5-year average compared to 2000 increased by only 5 percent, and when compared to 1995 to 2000, it showed less than a 1 percent increase. Our 5-year average is a closer reflection of what is happening in Hawaii, therefore the data shows that our 2000 fatalities are only slightly higher than what we would normally expect.

Total Injuries	13,088	11,729	11,190	10,303	9,604	11,183	9,068	-5.6%	-18.9%	-30.7%

The number of total injuries dropped from 9,604 (1999) to 9,068 (2000), a 5.6 percent decrease. The 5-year average compared to 2000 showed an 18.9 percent decrease, and 1995 compared to 2000 showed a 30.7 percent decrease. This positive trend is a result of our overall safety program.

ALCOHOL										
Drinking Drivers in Fatal Crashes	49	50	42	47	37	45	30	-18.9%	-33.3%	-38.8%

The number of drinking drivers in fatal crashes dropped from 37 (1999) to 30 (2000), a 18.9 percent decrease. The 5-year average compared to 2000 showed a 33.3 percent decrease and for 1995 compared to 2000, a 38.8 percent decrease. Our sobriety checkpoints play a significant role in this reduction.

16-20 Age Group-Drivers Drinking in Fatal Crashes	5	4	5	10	2	5	4	+100%	-20%	-20%

The number of drinking drivers fatal crashes for the 16-20 age group rose from 2 (1999) to 4 (2000), a 100 percent increase. Both the 5-year average and 1995 compared to 2000, showed a decrease of 20 percent. The numbers are so small that year to year comparison is difficult. Our 5-year average is a closer reflection of what is happening in Hawaii.

OCCUPANT PROTECTION										
Safety Belt Survey (Front Seat Occupants)	79.9%	NA	80.0%	80.5%	80.3%	NA	80.4%	+.1%	NA	NA

The percentage of front seat occupants observed using a safety belt stayed approximately the same – 80.3 percent for 1999, and 80.4 percent for 2000 – with a .1 percent increase. In order to boost our seat belt rate, the county police departments will maintain their seat belt checkpoints, and the HDOT will continue its media campaign. In addition, the Department of Education (DOE) will carry on its efforts to encourage students to buckle up with the help of Junior Police Officers (JPOs).

Child Safety Seat Usage (Infants) *Oahu Only	83.4%*	NA	77.9%*	84.4%*	89.4%*	NA	89.8%*	+.4%	NA	NA

On Oahu the percentage of infants observed using a child safety seat stayed approximately the same – 89.4 percent for 1999, and 89.8 percent for 2000 – with a .4 percent increase. We will continue to expand our child safety seat campaign.

Child Safety Seat Usage (Toddlers) *Oahu Only	25.6%*	NA	20.8%*	37.0%*	38.9%*	NA	45.9%*	+18.0 %	NA	NA

On Oahu, the percentage of toddlers using child safety seats rose from 38.9 percent (1999) to 45.9 percent (2000), with an 18 percent increase. We will continue to expand our child safety seat campaign.

All Occupant Fatalities (Percent Restrained)	33.3%	40.2%	43.0%	55.4%	35.6%	41.5%	33.3%	-6.5%	-19.8%	0%

The percent of restrained occupant fatalities decreased from 35.6 percent (1999) to 33.3 percent (2000), a 6.5 percent decrease. The 5-year average compared to 2000 showed a 19.8 percent decrease, and there is no change for 1995 compared to 2000. The trend is moving downward and we will be addressing this issue with additional enforcement and a continued media campaign.

16-20 Age Group Fatalities (Percent Restrained)	20.0%	30.0%	20.0%	43.8%	20.0%	26.8%	33.3%	+66.5%	+24.3%	+66.5%

For the 16-20 age group, the percent of restrained fatalities increased from 20.0 percent (1999) to 33.3 percent (2000), a 66.5 percent increase. The 5-year average compared to 2000 showed a 24.3 percent increase, and for 1995 compared to 2000, a 66.5 percent increase. These are all upward trends of seat belt usage. However as mentioned before, the county police departments will continue to enforce seat belt usage, as well as work with the DOE and JPOs. Strategies are being developed to encourage the 17 and under age group to buckle up.

0-4 Age Group Fatalities (Percent Restrained)	100%	0%	0%	0%	0%	20%	0%	0%	-100%	-100%

For the 0-4 age group, the percent of restrained fatalities stayed the same – 0 percent, when 1999 is compared to 2000 – with a 0 percentage change. Both the 5-year average compared to 2000, and 1995 compared to 2000, showed a 100 percent decrease. The number of fatalities are so small that it is difficult to get a handle on any trends.

Program Group or Area	1995	1996	1997	1998	1999	5 yr avg	2000	% Change 1999 vs. 2000	% Change 5 yr avg vs. 2000	% Change 1995 - 2000
SPEED CONTROL										
Excessive Speed Fatal Crashes	37	34	23	29	20	28.6	29	+45%	+1.4%	-21.6%
The number of excessive speed fatal crashes rose from 20 (1999) to 29 (2000), a 45 percent increase. The 5-year average compared to 2000 showed an increase of 1.4 percent, and for 1995 compared to 2000, a 21.6 percent decrease. The number of fatalities are too small to measure year to year. We believe our 5-year average reflects what will normally happen from year to year. However, we are concerned and have worked with the police departments to increase the use of marked cars to catch speeding vehicles; enforce speeding in residential areas; and use a speeding task force to increase speeding citations. We will also begin a speed photo enforcement program.										
Excessive Speed Injury Crashes	898	746	726	660	625	731	532	-14.9%	-27.2%	-40.8%
The number of excessive speeding injury crashes decreased from 625 (1999) to 532 (2000), a 14.9 percent decrease. The 5-year average compared to 2000 showed a 27.2 percent decrease, and for 1995 compared to 2000, a 40.8 percent decrease. This positive trend is a result of our overall safety program.										
PEDESTRIANS/BICYCLES										
Pedestrian Fatalities	28	29	21	23	21	24	29	+38.1%	+20.8%	+3.6%
The number of pedestrian fatalities increased from 21 (1999) to 29 (2000), a 38.1 percent increase. The 5-year average compared to 2000 showed a 20.8 percent increase, and 1999 compared to 2000 showed a 3.6 percent increase. We recognize that there is a problem and we are in the process of developing an educational awareness and enforcement campaign. In addition, other possible solutions include the county police departments speaking to senior citizens; targeting early morning walkers and runners; and educating their own police officers about the pedestrian safety laws.										
Pedestrian Injuries	770	766	679	648	615	696	629	+2.3%	-9.6%	-18.3%
The number of pedestrian injuries rose from 615 (1999) to 629 (2000), a 2.3 percent increase. The 5-year average compared to 2000 showed a 9.6 percent decrease, and 1995 compared to 2000, a 18.3 percent decrease. The overall trend is downward.										
Bicyclist Fatalities	5	5	1	1	1	3	1	0%	-66.6%	-80%
The number of bicyclist fatalities remained the same at 1, for 1999 compared to 2000. The 5-year average compared to 2000 showed a 66.6 percent decrease, and 1995 compared to 2000, an 80 percent decrease. The numbers are so small that any comparison is difficult. However, the trend is downward.										
Bicyclist Injuries	464	418	409	388	360	408	229	-36.4%	-43.9%	-50.6%
The number of bicyclist injuries dropped from 360 (1999) to 229 (2000), a 36.4 percent decrease. The 5-year average compared to 2000 showed a 43.9 percent decrease, and 1995 compared to 2000, a 50.6 percent decrease. This is a good downward trend.										
MOTORCYCLE										
Motorcyclist Fatalities	21	20	14	21	17	19	18	+5.9%	-5.3%	-14.3%
The number of motorcyclist fatalities rose from 17 (1999) to 18 (2000), a 5.9 percent increase. The 5-year average compared to 2000 showed a 5.3 percent decrease, and 1995 compared to 2000, a 14.3 percent decrease. We have a steady trend that is reflective of the 5-year average. In order to create a downward trend, we plan to implement a motorcycle educational program in FFY 2002 or 2003.										
Motorcyclist Injuries	549	444	445	374	379	438	387	+2.1%	-11.6%	-29.5%
The number of motorcyclist injuries rose from 379 (1999) to 387 (2000), a 2.1 percent increase. The 5-year average compared to 2000 showed an 11.6 percent decrease, and 1995 compared to 2000, a 29.5 percent decrease. The 5-year average is more reflective of the normal amount of injuries that will occur from year to year.										
Motorcyclist: Percent Helmeted	NA	NA	NA	37.1%	45.9%	NA	40%	-12.9%	NA	NA
The percent of motorcyclists observed using helmets decreased from 45.9 percent (1999) to 40 percent (2000), a 12.9 percent decrease. We plan to implement a motorcycle education program in FFY 2002 or 2003.										

Program Group or Area	1995	1996	1997	1998	1999	5 yr avg	2000	% Change 1999 vs. 2000	% Change 5 yr avg vs. 2000	% Change 1995 - 2000
ROADWAY										
Intersection Fatalities	27	24	33	27	22	27	25	+13.6%	-7.4%	-7.4%

The number of intersection fatalities rose from 22 (1999) to 25 (2000), a 13.6 percent increase. The 5-year average compared to 2000 showed a 7.4 percent decrease, and 1995 compared to 2000, a 7.4 percent decrease. Due to the small numbers, the 5-year average is a more accurate indication of the current trend. The HDOT will be using photo enforcement to deter red light running, which is a contributing factor.

TRAFFIC RECORDS										
OP Unknowns–Fatal Crashes	14	8	6	8	5	8	12	+140%	+50%	-14.3%

The number of occupant protection unknowns – fatal crashes rose from 5 (1999) to 12 (2000), a 140 percent increase. The 5-year average compared to 2000 showed a 50 percent increase, and 1995 compared to 2000, a 14.3 percent decrease. We are unsure as to why this is occurring; however, we will be working with the county police departments to correct this problem.

Drivers in AR Fatal Crashes (No BAC Given)	63	93	66	77	57	71	94	+64.9%	+32.4%	+49.2%

The number of drivers in alcohol-related fatal crashes (with no BAC given) rose from 57 (1999) to 94 (2000), a 64.9 percent increase. The 5-year average compared to 2000 showed a 32.4 percent increase, and 1995 to 2000, a 49.2 percent increase. The CY 2000 FARS data is only 53 percent completed and many of the files lack BAC data. However, it does not mean there is no BAC data available, only that the collection is faulty. We plan to correct the data collection problem.

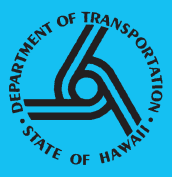
EMERGENCY MEDICAL SERVICES										
Urban (Response Time – Notification to Arrival)	7.9 min	6.6 min	7.2 min	7.7 min	8.3 min	7.5 min	6.9 min	-16.9%	-8%	-12.7%

The response time, from the time of notification to the time of arrival, in urban areas decreased from 8.3 minutes (1999) to 6.9 minutes (2000), a 16.9 percent decrease. The 5-year average compared to 2000 showed an 8 percent decrease, and 1995 compared to 2000 showed a 12.7 percent decrease.

Rural (Response Time – Notification to Arrival)	14.4 min	11.6 min	9.2 min	10.9 min	8.7 min	11.0 min	10.5 min	+20.7%	-4.5%	-27.1%

The response time, from the time of notification to the time of arrival, in rural areas increased from 8.7 minutes (1999) to 10.5 minutes (2000), a 20.7 percent increase. The 5-year average compared to 2000 showed a 4.5 percent decrease, and 1995 compared to 2000, showed a 27.1 percent decrease. There will be a year to year variation. The 5-year average should be our standard.

Program Area Code	HCS Federal Funds Obligated	Amount of Share to Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Funds Previous Amt. Claimed	Federal Funds Claimed This Period
NHTSA						
NHTSA 402						
Total Planning and Administration	$36,391.63	$.00	$.00	$.00	$.00	$.00
Total Alcohol	$421,369.90	$358,556.34	$462,054.59	$369,643.51	$369,643.51	$.00
Total Emergency Medical Services	$29,303.09	$18,975.00	$23,718.75	$18,975.00	$18,975.00	$.00
Total Motorcycle Safety	$5,000.00	$.00	$.00	$.00	$.00	$.00
Total Occupant Protection	$114,165.45	$89,408.24	$116,025.91	$92,820.64	$92,820.64	$.00
Total Pedestrian Safety	$25,395.73	$10,000.00	$12,500.00	$10,000.00	$10,000.00	$.00
Total Police Traffic Services	$51,000.00	$32,091.71	$40,115.41	$32,091.71	$32,091.71	$.00
Total Speed Control	$99,785.02	$99,781.39	$124,727.23	$99,781.39	$99,781.39	$.00
Total Safe Communities	$98,122.89	$.00	$107,948.73	$86,358.23	$86,358.23	$.00
TOTAL NHTSA 402	**$880,533.71**	**$608,812.68**	**$887,090.62**	**$709,670.48**	**$709,670.48**	**$.00**
157 Incentive Funds						
Total 157 Motorcycle Safety	$57,436.00	$.00	$69,140.13	$55,311.77	$48,205.32	$7,106.45
Total 157 Alcohol	$20,000.00	$3,839.01	$4,798.76	$3,839.01	$3,839.01	$.00
Total 157 Pedestrian Safety	$54,740.27	$48,608.92	$60,761.93	$48,608.92	$48,608.92	$.00
Total 157 Occupant Protection	$145,423.46	$67,441.36	$139,188.65	$111,350.91	$111,350.91	$.00
Total 157 Speed Control	$70,190.82	$31,545.20	$39,431.95	$31,545.20	$31,545.20	$.00
Total 157 Safe Communities	$90,178.42	$17,042.59	$64,082.74	$51,266.18	$51,266.18	$.00
TOTAL 157 INCENTIVE FUNDS	**$437,968.97**	**$168,477.08**	**$377,404.16**	**$301,921.99**	**$294,815.54**	**$7,106.45**
Total 405 Occupant Protection	$155,222.00	$56,356.00	$75,142.00	$56,356.00	$56,356.00	$.00
Total 2003B Child Passenger Protection	$72,253.78	$71,073.36	$88,841.70	$71,073.36	$71,073.36	$.00
Total New 410 Alcohol	$477,788.18	$232,372.09	$464,744.18	$232,372.09	$232,372.09	$.00
Total 411 Data Program	$299,860.00	$132,386.61	$301,936.46	$161,721.54	$138,280.76	$23,440.78
TOTAL NHTSA	**$2,323,626.64**	**$1,269,477.82**	**$2,195,159.12**	**$1,533,115.46**	**$1,502,568.23**	**$30,547.23**
FHWA 402						
Total Safety Management	$2,675.00	$.00	$3,343.75	$2,675.00	$2,675.00	$.00
Total School Bus	$.00	$.00	$.00	$.00	$.00	$.00
TOTAL FHWA 402	$2,675.00	$.00	$3,343.75	$2,675.00	$2,675.00	$.00
TOTAL FHWA	$2,675.00	$.00	$3,343.75	$2,675.00	$2,675.00	$.00
GRAND TOTAL	**$2,326,301.64**	**$1,269,477.82**	**$2,198,502.87**	**$1,535,790.46**	**$1,505,243.23**	**$30,547.23**



Hawaii State Department of Transportation